

SUPREME COURT.

Saturday, 4th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

SCOTT & CO. v. WONG TAT HING.
Messrs. H. Scott and Co. and Wong Tat Hing, alias Wong Tat, and yesterday was set aside for the examination of a garnishee—the I On Five and Marine Insurance Co., Ltd. Mr. H. E. Pollock, K.C., appeared for the plaintiffs, instructed by Mr. E. B. L. Bowley (of Messrs. Denys & Bowley). Mr. J. Hastings (of Messrs. Denys & Hastings) watched the case on behalf of garnishees. The action arose from the attachment of certain shares belonging to the defendant, on which the I On claimed a lien.

The assistant secretary of the I On stated in examination that the Company had advanced a sum of \$17,000 to the Sing Kee firm, and of this amount \$14,000 remained unpaid. For this Wong Tat Hing was the guarantor. In the course of his statement, witness said the Company was in the habit of advancing money at the request of the managing director and that no record of such advances was put in the company's minute book. The managing director in this case was Wong Tat Hing, who was also interested in the Sing Kee firm.

The comrades of the plaintiff firm testified to Wong Tat Hing being the managing partner of the Sing Kee firm, and that that firm did a large business in Japanese goods. The Sing Kee firm had since closed its doors and Mr. Wong Tat Hing had vanished.

The Court ordered—The garnishee disputing the liability of the property on attachment, it is directed that the issue be tried, to settle the dispute. Issues to be framed by the parties and to be settled by the Court in the event of dispute. Costs of the day's proceedings to abide the decision of the issue, and be costs therein.

POLICE COURT.

Saturday, 4th April.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

A GRAVE CHARGE.

A coolie was charged, on a charge of committing a criminal assault upon a (female) at 25, Gough Street. The father and mother of the girl were likewise charged with parties to the offence.

His Worship committed the three accused to the Criminal Sessions for trial.

Inspector J. Gaud is in charge of the case.

PURSE SNATCHING.

About mid-day on Friday, an European lady was walking with her husband along Queen's Road between the Clock Tower and Thomas's Hotel when she felt someone putting his hand in her pocket. She immediately gave the alarm, and her husband caught the thief, a Chinese, before he had got many feet off and handed him over to the police.

As he had been thrice previously convicted, the Magistrate sentenced him to two months hard labour and to receive 20 strokes of the birch rod for his misdemeanor.

Inspector Waincock prosecuted.

THEFT OF BRANDY.

In the course of their business Messrs. Caldwell, MacGregor & Co. supply many ships with liquor. In the case of one ship they sent an account for the amount of liquor supplied and it was only when the ship's company came to compare the amount charged with the amount returned unbroken that they discovered a leakage; nine bottles of Hennessy's brandy had gone missing. Hence arose a police case.

Wong Kuk, a coolie, was charged with the theft. His Worship found the charge proved and sentenced him to six weeks imprisonment.

BRITISH WARSHIPS TO VISIT HONOLULU.

In its issue of the 6th ult. the *Hawaiian Gazette* says:—Four British war crafts will be headed for Honolulu harbour in a very short time. Two of these will be cruisers and two torpedo destroyers. The former are to simply convey the little four-funnelled destroyers, the most interesting of vessels of war. The destroyers will be here on their way from Esquimaux to Hongkong. They have been ordered to China, where they will be employed in chasing pirates on the Yangtze River. The two torpedo destroyers are the *Spadina* and the *Virago*. These are now at Esquimaux, where they have been repaired and specially strengthened for the rough voyage across the Pacific. They were ordered to China last year, but a big protest was made at Esquimaux against working that important station and the British Admiralty allowed them to remain on the British Columbian coast. Now definite orders have been issued for them to sail for China, via Honolulu, on April 15th.

The British cruiser *Amphion*, which is now cruising off the South American coast, has been ordered back to Esquimaux and will arrive there about March 25th. The *Amphion* will accompany the two small crafts as far as Honolulu. From China another cruiser is to arrive to accompany the vessels from Honolulu to Hongkong, and the destroyers will probably be in Honolulu for some time waiting for the cruiser from China to arrive. As the U.S. battleship *Wachuset* is to arrive here some time in May the prospects are that Honolulu will witness a great deal of naval activity around this port during the early summer. The *Amphion* is a second-class cruiser of 3,300 tons and was commissioned in 1900.

THE ADMIRALTY DOCK QUESTION.

THE PETITION TO MR. CHAMBERLAIN.
Following is the text of the petition to the Right Honourable the Secretary of State for the Colonies:

The humble petition of the undersigned residents in the Colony of Hongkong on behalf of the community.

Respectfully sheweth that your petitioners desire to bring to your notice the following facts concerning a matter of great moment to the Colony and one which has a very direct bearing on its future advancement and prosperity.

1. We refer to the question of the Admiralty Dock now under construction and the contemplated extension of the Naval Yard.

2. The question of the present position of the Dock is one of such vital importance to the future development of our Colony that we consider we are justified in approaching you on the subject in the hope that a representation of our views may result in the whole question being reconsidered by the various advisers of His Majesty who are concerned in the matter.

3. We understand that certain unforeseen engineering difficulties have arisen and that an opportunity may have thus presented itself by which it is possible that if representations be made by the residents of Hongkong, the site of the Dock may be changed without detriment to the efficient docking and repairing of H.M. ships of war.

4. In support of our contention that much harm must eventually result to the Colony by the proposed Naval Establishment occupying what should, looking to the future, be part of our most important business centre, we beg to submit the following facts.

5. A glance at the attached map of Hongkong will show that the Naval Dock Yard is in the centre of the sea front of the City of Victoria, and we would point out that the general tendency is for all leading places of business to congregate in the immediate vicinity of the proposed Dock.

6. The Praya reclamation scheme, so far as it has been carried out, has provided a much needed stretch of level ground on which large offices have been erected to meet the growing trade requirements of the Colony, and by increasing the number of main roads running from east to west, has much relieved the congested traffic which formerly had to be concentrated in the Queen's Road and on the old Praya.

7. The present position of the Naval Dock Yard unfortunately blocks the extension eastward of the great improvement, and the Praya in two, congests the traffic, and confines it to a single narrow road. Unless this obstruction is removed, the natural expansion of our city will be irretrievably ruined, much to the disadvantage of the Colony at large, as the only possible direction in which expansion can take place.

8. We need hardly emphasize the further disadvantage which will be experienced through smoke and noise seriously affecting the comfort of those whose offices or residences are situated in the vicinity of the Dock. Moreover, as the work would be going on frequently by night as well as by day these disadvantages, which are particularly felt in a tropical climate, would be specially objectionable to a large section of the community. In this connection we must also consider the serious depreciation in the value of property which will unquestionably result from the above causes. This will be far reaching, as it will affect all residential property from the Tram Line eastward as far as the Naval Hospital, and as high up as the Peak.

The noise which will arise from the work at the Dock has been foreshadowed during the present construction and in one case led to a summons for a nuisance being taken out at the Magistracy against the contractors.

9. Nor are the above the sole arguments for the removal of the Dock Yard which we can adduce.

10. We understand that even though land now in the possession of the War Department as well as other land were included in the Naval Yard site, the level ground at the disposal of the Naval Authorities would be barely sufficient to meet the present requirements of His Majesty's Navy in the Far East. We believe that the trend of events is such as to point in the future to a still greater expansion of the British Naval Forces in this part of the globe, and under these circumstances we believe we are justified in raising the point that in the near future the new Dock Yard will be found inadequate for the purposes of H.M. Navy.

11. Therefore, moreover, we believe, other sites which might equally well be made use of for the purpose of a Naval Establishment, but on this point we refrain from saying more, as we trust the whole question may shortly form the subject of an enquiry on the part of the respective authorities concerned.

12. The question of the removal of the Naval Yard from its present site is one of such great importance to the Colony as to justify, in our opinion, its incurring the necessary expenditure to reconquer the Admiralty for the money already spent upon the new works.

13. In conclusion, we would therefore strongly urge that in the interests of the Colony a Royal Commission be appointed on which all the interests concerned be represented to report not only on matters now under consideration by the various Government Departments but also on the advisability of removing the Dock to another site.

And your petitioners will ever pray, &c.

BEWARE of the party offering limitations of Macarthur & Cameron's Pen. They come as a boom and a blessing to them. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers.

MACARTHUR & CAMERON, Ltd., Waverley Works, Edinburgh.

PAKHOI.

(FROM OUR CORRESPONDENT.)

31st March, 1903.

Since writing you last, nothing has transpired here of any moment to write about, but the following, might be of interest to your readers.

ARRIVAL OF A MAN OF WAR.
The German gunboat *Jaguar* arrived on the 15th instant and left again on the 17th instant for a cruise.

INTERESTING TRIAL OF A MURDERER.
A native, surnamed Lau, was accused of having committed plunder and several murders at his native village called Sai Cheong, a place only a few hours' sailing from this port. The Authorities were looking for him for some time, but without success. The murderer, finding himself holly pursued, joined the German Mission here, probably to evade justice. A short time ago, however, while he was taking a stroll, he fell in to the hands of the authorities and a day was set down for the prisoner to take his trial. At the trial, which took place on the 18th inst., there were present, besides the local magistrate and other Chinese officials, a few members of the German Mission, (who were trying to defend the prisoner) and Dr. A. Mudra (the consul for Germany here), who went probably to watch the case. A large number of native and spectators, including the Chinese writer of the British Consulate, were also present to witness the novel proceedings of the Court, for they learned that the missionaries were going to obtain the release of the culprit. Amongst the witnesses for the prosecution (some twenty of them) were a few elders of the same village as the prisoner, and where he committed the crimes was accused of. Nearly all of the witnesses declared that the prisoner was an evil character, a murderer, and a terror of the village. An old man stated that the prisoner had murdered his second son, one witness said that the prisoner had also killed his own (prisoner's) uncle, and so forth. The missionaries after hearing the evidence for the prosecution, asked if any of the witnesses present could testify to having seen with their own eyes the crime or crimes, of which the prisoner stood accused, committed; but none dared to come forward. After a good deal of animated discussion between the authorities and the missionaries, the magistrate declared that according to the Chinese law, when so many people of the same village as the prisoner, including some of his own relatives and elders of the place, come to accuse him of a vile crime, he must be visited with the extreme penalty of the law. The missionaries argued that as there was not a single eye-witness to prove the crime, the prisoner must be released or at least his life must be spared. The villagers protested that if the prisoner were going to obtain his release, they would all prefer to be killed first, as they feared the prisoner would play havoc with them as soon as he finds himself at large again. The magistrate, after consulting with the other officials present, stated that he must send the prisoner to Limchow to be dealt with by the Prefect and the sub-Prefect, as he was not going to take upon himself the responsibility of releasing the prisoner nor to reduce the punishment of death which the prisoner deserved, under the circumstances, having before him such a long chain of evidence for the prosecution.

The prisoner was sent to Limchow the following morning.

At the trial in Limchow, the prisoner was sentenced to be imprisoned in the Chinese gaol in Limchow for the term of five years, after which period he would be handed over to the German missionaries to be kept as a prisoner in the Mission house for another term of two years.

The missionaries have succeeded at last in their endeavour to save the man's life from the executioner's knife, but what about the misery of a five years' confinement in a Chinese gaol? I doubt very much that the man could survive the first term of imprisonment; to my mind, death would be a lighter punishment.

A NEW TAX.

The new market tax on pork came into force on the 25th instant.

The dealers in pork resisted and the pork stalls in the markets were all empty on the morning of the 25th. The native inhabitants, especially the Cantonese, who subsist mostly on pork, were deprived of the meat. How long the dealers are going to resist the tax remains to be seen.

On the evening of the 28th, the pork dealers, formed into a body, proceeded to the office of the farmer, and as they began to demolish the front door, a crowd was soon collected. The farmer, mistaking the crowd of on-lookers for rioters, took flight and applied to the authorities for protection, and when the soldiers arrived the crowd dispersed, but not before the sign board and lantern outside the door were smashed. One man was arrested for having been caught in the act of demolishing the front door of the farmer's office.

On the morning of the 29th, a few soldiers went out in search of the ringleaders of the disturbance, and needless to state, they had founded, but in the house of one of them they found a lad, whom the soldiers attempted to arrest. The lad took to his heels and escaped through the back door and took refuge in the French Mission House, followed by the soldiers, with rifles in hand. The priest, on hearing the rush, came out and finding the soldiers trespassing his ground, he remonstrated with them and the soldiers ran away at once. I understand that the priest went immediately to lay a complaint with the local magistrate against the soldiers for trespass, and the soldiers were punished for their indiscretion.

ARRIVAL OF THE FRENCH GUNBOATS.
The French gunboats *Surprise* and *Ascalante*, arrived from Kwangchow Wan on the evening of the 27th instant and left the following morning for Haiphong.

KAIHENG FU.

KING STONE.

13th March.

The new Chikien, who took over the seals of office a few days ago, issued the usual proclamations against gambling, opium, and small cash. Much to the surprise and disgust of many, he evidently means to do something to suppress these evils. Already a number of opium dens have shut up. A woman and a boy have been beaten for buying and selling small cash and a noted "kung kuen" has been seized and is at present taking an airing chained to one of the lions at the yamen gate.

A TEMPLE ROW.

A few days since the idol Yu Huang-ti, in the famous Siang Ting here, was assaulted by one of the resident priests. Some Shantung worshippers came to return thanks, for answer to prayer, for rain, made to this idol some long time since. They brought some new garments for the idol, but the priest demanded a large sum of money from them, before allowing the garments to be put on. They were unwilling to give as much, with the usual result—a big row in which one of the pilgrims was badly injured. The priest, seeing the blood, rushed at the idol, tore off part of its beard, and knocked off one ear. When the matter came before the official, the priest said that the injured man made an attack on the idol, and his injuries were the result of the priest's interference to prevent further damage. The mandarin, however, refused to believe the priest's story and ordered him to be beaten several hundred blows.—*N.C. Daily News*.

A JAPANESE SCHOOL BURNT DOWN.

LIFE SACRIFICED TO "LOYALTY."

The building of the Shinoki Elementary School in Takisawa-mura, Iwate prefecture, was destroyed by fire a fortnight ago. According to the Tokyo papers, a *houkai* named Takahashi Yasuochi, who was on duty at the school, on discovering the fire rushed into the teachers' room and attempted to save the portraits of the Emperor and Empress which were kept there. Before he had succeeded in the attempt, he was enveloped in smoke and evidently suffocated and burnt to death. His remains were discovered in the debris, and he was holding the Imperial portraits.

Commenting upon this tragic event, the *Jiji* points out that on several occasions men have been charged with disrespect to the Throne in connection with the treatment of the Imperial portraits in schools, and fatalities have before occurred as the result of attempts made for their protection. The loyalty of the unfortunate man in attempting to protect the Imperial likenesses at the risk of his life, remarks the journal, is truly admirable but when the presence of Imperial portraits in schools results in such fatalities as these it is truly to be deplored. How much their Majesties would be disturbed on hearing such sad news might well be imagined. Many educationists, adds the *Jiji*, will doubtless speak in the highest terms of the gallantry of this unfortunate man, regarding him as loyal to the Throne and patriotic to his country, and would still urge loyalty at all costs.

Our vernacular contemporary says it often finds that many of those who are so loud in advocating loyalty to the Throne and the State are far from being loyal in the strict sense of the term. For instance, those educationists who have been arrested in connection with the text-book scandal have always professed loyalty to the Throne and the State, and have constantly instructed the young in that principle. After showing that such fatalities as that reported would be calculated to disturb their Majesties far more than the knowledge that their portraits had been destroyed, the *Jiji* urges a rather than that they should be the cause of tragedies of this kind the Imperial photographs should be removed from the schools altogether.—*Kobe Chronicle*.

A STORY FROM NEW CALEDONIA.

What is apparently another terrible judicial error is occupying public attention in France. A convict named Jean Chabès has been for twenty-eight years at Noumea. He was condemned to death in 1875 for the murder of Mme. Dantin, an officer's widow, living at Saint Liviande. His sentence was afterwards commuted. The chief evidence against him was that of the victim's maid-servant, Anais Brunson. In a first enquiry he had been liberated, but malevolent village gossip still pointed him out as the murderer. Chabès was seized, and local hatred was further enhanced by a successful campaign for the increase of wages for workers of both sexes in vineyards. He was also accused of poisoning and of threatening to shoot gendarmes. The prosecution nearly broke down a second time; but by certain mysterious influences the examining magistrate was changed, and notwithstanding his protestations of innocence, a verdict with evidence showing that no motive could exist for the crime, Chabès was found guilty. M. Pennel, the governor of the penitentiaries of New Caledonia, who is a strong believer in the convict's innocence, affirms that during his experience he has known many cases of the same kind. The crusade in favour of Chabès is in the hands of his devoted son. As a rule the French convict is soon forgotten, even by his relatives, who after a few efforts lose courage and hope.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

REVIEW.

The Truth and Error of Christian Science.
By M. Cartha Sturge. London: John Murray, Albemarle Street.

In this little volume of 160 pages Miss Sturge, a competent critic, discusses the metaphysics of Christian Science. She tells us in the preface, and the reader of the book will find ample evidence of the fact, that the criticism is by no means a hasty expression of dissent, such as is often at first aroused by somewhat startling tenets, but is the outcome of a genuine and sympathetic effort to understand and appreciate it, made through the course of several years. For an authoritative exposition of Christian Science, Miss Sturge takes Mrs. Eddy's well-known book entitled "Science and Health," and deals with all its main doctrines in an interesting, illuminating and for the most part convincing manner. Most people fail to find anything at all scientific about the body of doctrine held by Christian Science, so-called, but Miss Sturge in her first chapter justifies her claim to sympathetic treatment of the subject by pointing out that by Science Mrs. Eddy clearly means knowledge based upon deductions from a given law—"ordered knowledge," in fact, which is not infrequently given as a definition of science as we understand it. Miss Sturge therefore suggests that "science," "principle" and "for scientific" "that statement" which is a deduction from a definite law, the book will be a little more intelligible. The entire welfare of man, according to Mrs. Eddy's system, depends upon his throwing aside as unreal all that he ordinarily believes to be real. What constitutes the Real has in all ages been a question for discussion of a highly controversial character; but it has no difficulties for the Christian Scientist who simply identifies Mind, Spirit, and all included under these terms, with Reality, whilst, conversely, all that is included under Matter is Unreal, so that Reality and its opposite are, as far as explained at all, defined in terms of Mind and Matter. Miss Sturge has no difficulty in showing that this is the crudest form of Idealism that can be presented, and that it can scarcely lay claim to being a Philosophy. It is on such metaphysics as these that the doctrine of a cure of health by a mental process without recourse to drugs or any other physical means is based, and for the general reader there is perhaps no more interesting chapter in Miss Sturge's book than that in which she deals with the subject of mental healing, and shows conclusively that these healings do not prove that the Christian Science metaphysics of the non-existence of matter are their real bases. The little volume, which is one of Murray's Imperial Library Series, should be read by all who feel an interest in the subject. It may be obtained locally from Messrs. Kelly and Walsh.

AN INTERESTING OCEAN RACE.

A Sydney paper contains an account of a series of steaming contests that have taken place between the P. & O. and German mail steamers. The rivalry commenced in the Red Sea, where, according to the report, the *India* was challenged by the *Friedrich der Grosse* to a trial of speed. Both liners were steaming easily, as is usual through the Red Sea, bound for Aden. The German mail left Port Said later than the P. & O., but in the Red Sea she gradually overtook the *India*, and when the vessels were within hailing distance of each other, the *India*'s 14 knots was gradually increased until she was ploughing the waves at the respectable pace of 18 knots, whilst the German steamer for some time maintained her position ahead. Gradually however, she fell behind, and it was estimated on board the *India* that at the end of an hour they had gained three and a half miles. After this the *India* slowed down again, and the *Friedrich* reached Aden first. Another race took place between Aden and Colombo, the German mail being overtaken and beaten, according to the report. In the long run between Colombo and Fremantle the merits of the vessels were again tested. The *India* left Ceylon four hours later than the *Friedrich*, and reached Fremantle 16 hours before the latter—a gain of twenty hours. Both vessels are fine types of the modern mail liner, the *Friedrich* being 10,500 tons gross, and the *India* 7,000 tons.

LOOKING AFTER NUMBER ONE.

THEATRICAL INCIDENT IN MANILA.

During the recent engagement of Pollard's Lilliputians at the Zorrilla Theatre in Manila, dissatisfaction, apparently, was caused by the refusal of the lessee and manager of the Zorrilla to issue "pass-out" checks. The gentleman in question, Mr. Louis Levy, defended his position to the *Times* in the following terms:—"There has been complaint," said he, "against this policy of the theatre management, but it is unjust. In the first place I am paying the Lilliputians a guarantee of \$3000 gold for this extra season at the Zorrilla. I am paying for all the advertising in the newspapers and otherwise, and all the running expenses of the theatre. The price of admission is the same as at the National, but I cannot hope to come out even unless I protect the bar privileges. Everything considered, I think these random complaints are unjust, because after the great expense I have gone to, to prolong the Lilliputians' stay in Manila, I cannot afford to throw open the gates and let the bar business float out to other places."

IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS, BUY THE BEST

Ind. Coops & Co's	Do.		
Base, Light Gravity	Per 8 Doz. Pts.	\$18.50	\$2.35
Base, Light Gravity	Do.	19.00	4.75
Base, Light Gravity	Do.	21.00	2.65
Base, Light Gravity	Do.	22.00	5.50
Base, Light Gravity	Do.	27.00	3.40
Base, Light Gravity	Do.	18.00	4.50
Base, Light Gravity	Do.	18.00	3.00
Base, Light Gravity	Do.	16.50	4.15
Base, Light Gravity	Do.	16.50	2.75
Base, Light Gravity	Do.	16.50	4.15
Base, Light Gravity	Do.	17.00	4.25
Base, Light Gravity	Do.	17.00	2.85
Base, Light Gravity	Do.	23.00	4.70
Base, Light Gravity	Do.	29.00	2.90
Base, Light Gravity	Do.	16.00	2.10
Base, Light Gravity	Do.	17.00	2.20

STOUT.

Ind. Coops & Co's	Do.		
Guinness, Boar's	Per 8 Doz. Pts.	\$19.50	\$2.45
Guinness, Boar's	Do.	20.00	5.00
Guinness, Boar's	Do.	25.00	3.15

H. PRICE & CO.

12, QUEEN'S ROAD.

[41]

THE EASTERN EXTENSION AND AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN, LIMITED.

QUARTERLY REVISION OF CURRENCY CHARGES ON CABLEGRAMS.

DEFERRING to the Companies' Notice of 20th December last, the senders of telegrams are hereby advised that from the 1st APRIL next the Charges for Telegrams will, subject to revision after three months, be collected at the rate of \$0.50 to equal One Franc.

J. M. BECK, Superintendent.

Hongkong Station, 28th March, 1903.

[976]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAURENT, WEAVER & CO., Sole Agents.
Hongkong 7th May, 1895.

[14]

S. I. ENTING.

SURGEON DENTIST.

No. 10, D'AGUILA STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

[92]

FOR SALE.

ONE NEW EDISON (LATEST No. 71) OSCILLATING MIMEOGRAPH, with ACCESSORIES.
Apply to—
THE ROBINSON PIANO CO., LD.
Hongkong, 4th February, 1903.

[427]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 25, QUEEN'S ROAD CENTRAL 2ND FLOOR.
Hongkong, 21st March, 1903.

[924]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE.

DURING my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE, Secretary.

Hongkong, 28th March, 1903.

[991]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE.

DURING my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE, Secretary.

Hongkong, 28th March, 1903.

[992]

NOTICE.

DURING my absence from the Colony until further notice, Mr. DONALD MACDONALD, Engineer Surveyor, for Veritas will conduct the business of the Bureau in Hongkong from the 1st of April.

G. C. ANDERSON, Surveyor for Veritas.

Hongkong, 31st March, 1903.

[1001]

NOTICE.

MR. JOSE MIGUEL ALVES has this day been admitted a PARTNER in our Firm.

L. M. ALVARES & CO.

Hongkong, 1st April, 1903.

[1026]

BANKS

TT, TARPAILING
ARNHOLD, KARBURG &
[330 853] Sole Agents.

TO LET

HOUSES at Nos. 2, 3 and 4, CHICO TERRACE, on Upper Peel Street. Each house with Five Rooms and good Servants Quarters. Rent Moderate. Apply—

COMPRADOES
Hongkong and Shanghai Banking Corporation.
Hongkong, 31st January, 1903. [387]

TO LET

FROM April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Vaux Road Central.
Apply to—

O. S. L.
Care of 81, Queen's Road Central.
Hongkong, 16th March, 1903. [854]

TO LET

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—

G. GIRAULT.
Hongkong, 3rd January, 1902. [72]

TO LET

NOS. 1 & 3, "MAGDALEN TERRACE," Corner houses, MAGDALEN GAP.
Apply to—

SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET

SPACIOUS NEW HOUSES AND FLATS, Connaught Road, Des Vaux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.
Apply to—

S. A. SETH,
Dairy Farm Co.,
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED

NO. 33, CAINE ROAD. Available from 1st March.
"COOMBE," MAGDALEN GAP. Available from 1st April.
Apply—

Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET

"HARTLEY," STONY BROOKE, and "INGLEWOOD," RICHMOND ROAD.
Apply to—

LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET

"THE RETREAT," MOUNT KELLET.
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIFON TERRACE.
GODOWNS at BOWENSTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET

TOP FLAT of "SEAVIEW," WANGHAI GAP ROAD. Cool and healthy situation. Full view of harbour.
No. 8, REDNAXELA TERRACE.
No. 31, MOSQUE JUNCTION.
And others to suit various requirements.
S. A. SETH,
Care of the Dairy Farm Co., Ltd.
Hongkong, 3rd April, 1903. [755]

TO LET

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to—

H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET

FURNISHED completely, with possession from 1st May, semi-detached SIX-ROOMED HOUSE, No. 2, GOMES VILLAS, DES VAUX ROAD, KOWLOON. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment.
Address—

C. B.,
Care of Daily Press Office.
Hongkong, 25th March, 1903. [958]

TO LET

OFFICE. Atry and Commodious, No. 3, QUEEN'S BUILDING, 3rd FLOOR.
Apply—

ON THE PREMISES.
Hongkong, 30th March, 1903. [937]

BOARD AND RESIDENCE

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

PRIVATE BOARD AND RESIDENCE

NOS. 12 and 14, QUEEN'S ROAD CENTRAL. Entrance by Zealand Street.
Hongkong, 3rd March, 1903. [700]

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—

MANAGERESS,
Macdonnell Road.
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE

Apply to—
SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [152]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED
"BOOMS," with Board.
Apply to Mrs. MATTHEW.
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET

"EXCELSIOR," No. 10, SAN LOURENCO, Mica. From 1st April 1903.
Apply to—

DR. G. P. JORDAN,
2, Connaught Buildings.
Hongkong, 3rd March, 1903. [698]

TO LET

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.
For Particulars, please apply to

MR. LI PAK,
Care of Compradoes,
Nippon Yusen Kaisha,
1st Floor No. 4, Prince's Buildings, Chater Rd.
Hongkong, 3rd December, 1902. [83]

TO LET

12, ARBUTHNOT ROAD, SIX-ROOMED HOUSE.
Apply to—

E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 18th March, 1903. [894]

TO BE LET OR SOLD

THE BUNGALOW on MOUNT KELLET known as "THE SUMMER HOUSE."
For Particulars, apply to—

J. Y. V. VERNON.
Hongkong, 24th March, 1903. [934]

GODOWNS TO LET

PRAYA EAST. Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Cloth.
Also Land for Coal storage.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [1002]

TO LET

"WESTBOURNE VILLA," North BONAHO ROAD.
No. 2, CAMELON VILLAS, MOUNT KELLET.
Nos. 3, 11, 15 & 18, BELLIOS TERRACE, "BISNEE VILLA," POKFULUM ROAD.
Land on sea front Kowloon Marine Lot No. 5, and admirably suited for the storage of coal.
For terms and particulars, apply to—

LINSTEAD & DAVIS.
Hongkong, 2nd April, 1903. [1046]

HONGKONG BUSINESS DIRECTORY

FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1858.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories.
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and Exporters. Teakwood Furniture, Blackwood, Jewellery, &c., highest grade, best and cheapest. 3, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Ililo.

PHOTOGRAPHER

M. MUMETA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann's Bahtjen's Genuine Composition Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MOORE & SEIMUND,
25 and 28, Connaught Road, Praya Central. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blundell's Spence & Co's Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE
IN
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,
situated at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Projected HONGKONG-CANTON-RAILWAY, is FOR LEASE on

VERY EASY TERMS,
owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepôt of trade.

An exceptionally large and airy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First-Class Hotel and is a profitable investment. It is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide Offers for Lease, &c. For Full Particulars, apply to—

H. BUTTONJEE,
D'Aguilar Street, Hongkong.
Hongkong, 26th February, 1903. [681]

PRESIDENT ROOSEVELT AND THE SOUTHERN STATES.

The President's recent appointments of colored men to official positions in the Southern States has evoked much strong feeling there, and the President has declared his position on the matter in the following interesting letter to a newspaper editor at Atlanta—

"White House, Washington, D.C., February 24, 1903.

Dear Mr. Howell: As to Federal appointments in the South. Frankly, it seems to me that my appointments speak for themselves and that my policy is self-explanatory. So far from feeling that they need the slightest apology or justification, my position is that on the strength of what I have done I have the right to claim the support of all good citizens who wish not only a high standard of Federal service, but fair and equitable dealing to the South as well as to the North and a policy of consistent justice and good will toward all men.

"In making appointments I have sought to consider the feeling of the people of each locality so far as I could consistently do so without sacrificing principle. The prime tests I have applied have been those of character, fitness and ability, and when I have been dissatisfied with what has been offered within my own party lines I have without hesitation gone to the opposite party, and you are, of course, aware that I have repeatedly done this in your own State of Georgia. I certainly will not treat mere colour as a permanent bar to holding office any more than I could treat creed or birthplace—always provided that in other respects the applicant or incumbent is a worthy and well-behaved American citizen. Just as little will I treat it as conferring a right to hold office. I have scant sympathy with the man of mere theory who refuses to face facts, but do you not think that in the long run it is safer for everybody if we act on the motto 'All men up,' rather than on that of 'Some men down'?"

"I ask you to judge not by what I say, but what, during the last seventeen months, I have actually done. In your own State of Georgia you are competent to judge from your own experience. In the great bulk of the cases I have reappointed President McKinley's appointees. The changes I have made were, as I think you will agree, changes for the better and not for the worse. It happens I have appointed a white man to succeed a colored man as Postmaster at Athens and Surveyor at Atlanta. In South Carolina I have similarly appointed a white postmaster to succeed a colored postmaster. Again in South Carolina I have appointed a colored man to fill a vacancy in the position of Collector of the port of Charleston, just as in Georgia I have re-appointed a colored man who is now serving as Collector of the port of Savannah. Both are fit men. Why the appointment of one should cause any more excitement than the appointment of the other I am wholly at a loss to imagine. I need hardly say that to connect either of these appointments, or any or all of my appointments, or my actions in upholding the law at Indiana, with such questions as 'social equality' and 'negro domination' is as absurd as to connect them with the nebular hypothesis or the theory of atoms.

"I have consulted freely with your own Senators and Congressmen as to the character and capacity of any appointees in Georgia concerning whom there was question. My party advisers in the State have been Major Hanson of Macon, Walter Johnson of Atlanta—both of them ex-Confederate soldiers—and Harry Stillwell Edwards of Macon. I believe you will agree with me that in no State would it be possible to find gentlemen abler and more upright or better qualified to fill the positions they have filled with reference to me. In every instance where these gentlemen have united in making a recommendation, I have been able to follow their advice. Am I not right in saying that the Federal office-holders whom I have appointed throughout your State, as a body, are men and women of high order of efficiency and integrity? If you know of any Federal office-holder in Georgia of whom this is not true, pray let me know at once. I will welcome testimony from you or from any other reputable citizen which will tend to show that a given public officer is unworthy; and most emphatically short will be the shrift of any one whose lack of worth is proven. Incidentally, I may mention that a large percentage of the incumbents of Federal offices in Georgia under me, as far as I understand it, of your own political faith. But they are supported by me in every way as long as they continue to render good and faithful service to the public.

"This is true of your own State, and by applying to Thomas Nelson Page of Virginia to General Basil Duke of Kentucky, to George Crawford of Tennessee, to John McIlhenny of Louisiana, to Judge Jones of Alabama, and Edgar S. Wilson of Mississippi, all of them

Democrats and all of them men of the high standing in the respective communities, you will find that what I have done in Georgia stands not as the exception but as the rule for what I have done throughout the South. I have good reason to believe that my appointees in the different States mentioned, and as the sum of the parts is the whole necessarily in the South at large, represent not merely an improvement upon those whose places they took, but upon the whole a higher standard of Federal service than has hitherto been attained in the communities in question. I may add that the proportion of colored men among these new appointees is only about one in a hundred. But in view of all these facts I have been surprised and somewhat pained at what seems to me the incomprehensible outcry in the South about my actions—an outcry apparently started in New York for reasons wholly unconnected with the question nominally at issue. I am concerned at the attitude thus taken by so many of the Southern people, but I am not in the least angry; and still less will this attitude have the effect of making me swerve one hair's breadth to one side or the other from the course I have marked out—the course I have consistently followed in the past and shall consistently follow in the future."

DE MORTUIS.

Mourn for a noble spirit fled,
A Hero passed away:
Mourn for a glorious future dead,
Oh, shed your tears to-day.
Mourn for a man—like other men
By weakness overta'en,
Drive then the memory from your mind
And praise his Deeds again.
Mourn for a man who spent his life
To bring his Service fame;
Mourn for a man who gave his life
To save his Service shame.
Oh, spread abroad his noble deeds—
'Twill noble deeds beget:
And for a grand dead Hero's sake
Forget, forget, forget!
—Singapore Free Press.

INSURANCES

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, S'JACOB & CO.,
Hongkong, 1st September, 1902. [2327]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... \$265,719
Total Losses Paid ... \$26,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 18th May, 1892. [26]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 20th May 1895. [27]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 887,500 0 0
II. FIRE FUNDS... 2,985,848 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [179]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, JACOB & CO.,
Hongkong, 2nd April, 1900.
SACHSEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [113]

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.
The Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.,
Hongkong, 14th January, 1903. [246]

SALE! SALE!! SALE!!!

FOR ONE MONTH ONLY FROM APRIL 1st TO 30th.

REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF

SUMMER DRESS GOODS.

MUSLINS, SILKS, FANCY FLANNELS, CASHMERES,

ALPACAS, SHIRTINGS, PRINTS, &c.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

W.M. POWELL, L.D.,

34, QUEEN'S ROAD.

(4)

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

325

JARDINE, MATHESON & CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEAREST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

MANUFACTURED BY

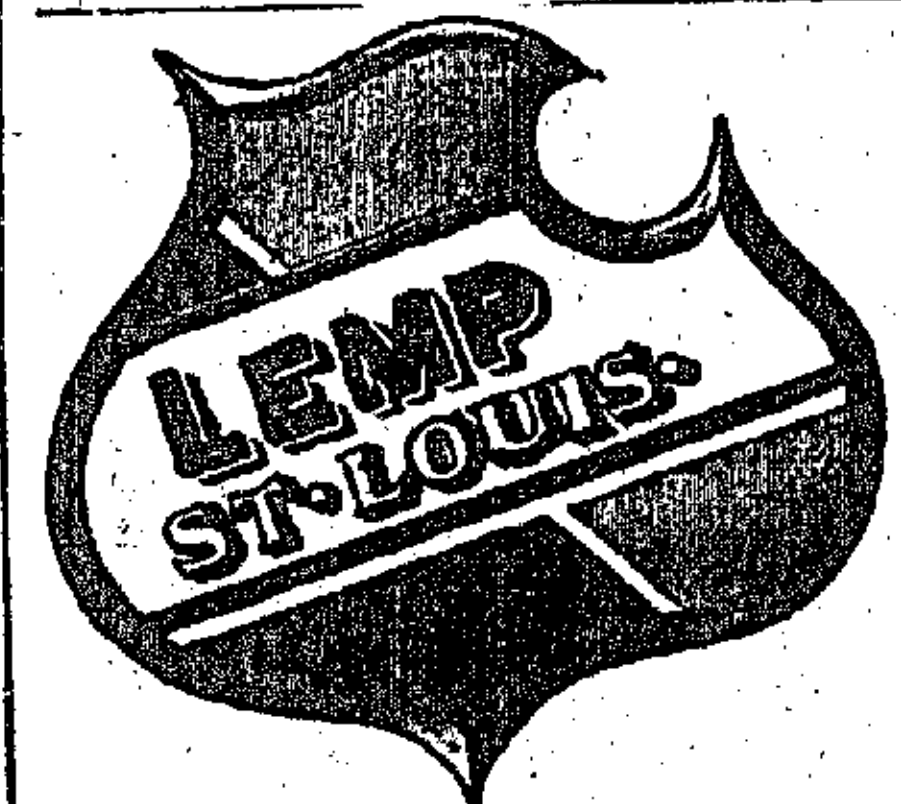
THE AMERICAN TOBACCO CO.

BRANCH

BRITISH-AMERICAN TOBACCO

COMPANY, LIMITED.

[43]



JUST LANDED.

CELEBRATED

AMERICAN BEER

"LEMP"

G. GIRAULT, AGENT. [440]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY, CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.

PURVEYOR TO THE BRITISH FIELD FORCE

CANTERNS IN SOUTH AFRICA.

BRANCHES:

BOMBAY...20, ESPLANADE ROAD.

CALCUTTA...4, DALHOUSIE SQUARE.

RANGOON...72, MERCHANT STREET.

LONDON...19, Basinghall St., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.

MESSRS. KRUSE & CO., HONGKONG

[64]

JAPAN COALS.

mitsui BUSSAN KAISHA

mitsui & CO.

HEAD OFFICE—48, BAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 105, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai

Chiofo, Tientsin, Newchwang, Fort Ardur, Seoul, Chemulpo, Yokohama, Yokosuka

Nagoya, Osaka, Kobe, Kure, Shimane, Moji, Wakamatsu,

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked A, and nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf, D, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	SENTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUBAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON & ANTWERP	GLAUCUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 14th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON	DECCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	PACIFICUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	PIGUSSET	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL VIA MARSEILLES	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL VIA GENOA	SYDNEY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
MARSEILLES, &c. VIA PORTS OF CALL	INABA MARU	Jap. str.	2 m.	W. Bainbridge	MESSAGERIES MARITIMES	On 18th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 13th inst.
MARSEILLES, LONDON & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
MARSEILLES, LONDON & ANTWERP	SACHSEN	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst. at Noon.
BREMEN VIA PORTS OF CALL	KONIGSBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
HAVRE, BREMEN & HAMBURG	SEBASTIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 5th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 19th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd inst.
TRIESTE, &c. VIA SINGAPORE, &c.	FERDINAND	Aus. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst. at Noon.
NEW YORK, VIA PORTS & SUEZ CANAL	ROSEBUD CASTLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	PENROCKSHIRE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst. at Noon.
MANZANILLO, MEXICO & SAN FRANCISCO, &c.	CHINGWU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst.
VANCOUVER, VIA SHANGHAI, &c.	CHIMPRESS OF INDIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KEEMUN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDRAVELIT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst. at 10 A.M.
PORTLAND, OREGON	EASTERN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	SEBASTIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KAGOSHIMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KINSHU MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SADO MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	TSINAN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KARUGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KITAI	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KWEIYANG	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SAVOIA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	TIENSIN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	WOOSUNG	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	YARMA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	WHAMPOA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	COMANDEL	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	DAIJIN MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	ANPING MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	MAIZURU MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	THALES	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	ROHITA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	PERLA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SURKING	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	EASTERN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	RUBI	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	PRIBUNG	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KUMSANG	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	PERKIN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	LOZUMI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	CARL	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	HIROSHIMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.

SHIPPING.

ARRIVALS.
April 3, Capri, Italian str., 2,718, Guiseppi Beletto, Bombay 17th Mar. and Singapore 28th, General, C. L. Daniel & Co.
April 4, Chow, German str., 1,055, T. Kohler, Bangkok via Swatow 27th March, General, BUTTERFIELD & SWIRE.
April 4, FREIBURG, German str., 3,884, F. Prosser, Moji 6th April, Coal and General, HAMBURG-AMERIKA LINE.
April 4, Kowloon, German str., 1,467, H. Stohr, Yangtze 31st March, Rice—SIEMSEN & CO.
April 4, PERLA, British str., 1,287, J. McGinty, Manila 1st April, General, SHEWAN, TOMES & CO.
April 4, PHOEBUS, German str., 687, F. Bromer, Tauron 1st April, General—SIEMSEN & CO.
April 4, SURKING, British str., 1,024, A. W. Unterbridge, Manila 1st April, General—BUTTERFIELD & SWIRE.
April 4, Tait, German str., 1,063, A. Menzell, Wuhu 30th March, Rice—EAST ASIATIC TRADING CO.
April 4, ZWENNA, British str., 946, J. Nesbitt, Sourabaya 23rd March and Labuan 30th Sugar—ORDRE.
April 5, EASTREY, British str., 3,500, W. Ellis, Kobe 31st March, General—GIBB, LIVERPOOL & CO.
April 5, JASON, British str., 4,800, S. G. Slover, Singapore 31st March, General—BUTTERFIELD & SWIRE.
April 5, LOONGMOON, German str., 1,255, F. Schulz, Shanghai 2nd April, General—SIEMSEN & CO.
April 5, ONSANG, British str., 1,787, J. T. Davies, Moji 30th Mar. Coal—JARDINE, MATHESON & CO.
April 5, STANLEY DOLLAR, Danish str., 1,858, J. C. Brue, Moji 30th March, Flour and Coal—ORDRE.
April 5, THALES, British str., 820, A. J. Kobson, Swatow 4th April, General—DOUGLAS LARBAIK & CO.
April 5, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 2nd April, Hemp—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th April.
Aileo Craig, German str., for Kutchinotzu.
Andree Rickmers, German str., for Hoilow.
Aperade, German str., for Hoilow.
Bajina Moru, Japanese str., for Swatow.
Hailow, British str., for Swatow.
Huron, British str., for Moji.
Hailow, French str., for Hoilow.
Hoilow, French str., for Hoilow.
Lena, Norwegian str., for Wuhu.
Loongang, British str., for Manila.
DEPARTURES.
4th April.
Aileo Craig, British str., for Kutchinotzu.
AMIGO, German str., for Tsingtau.
CHINGTU, British str., for Australia.
HELENA, American gunboat, for Amoy.
KAMAKURA MARU, Japanese steamer, for Singapore.
KENTUCKY, American battleship, for Amoy.
Loongang, British str., for Manila.
NEW ORLEANS, American steamer, for Amoy.
OREGON, American cruiser, for Manila.
ROSETTA MARU, Japanese str., for Manila.
SEBASTIA, German str., for Japan.
SEBASTIA, Norwegian str., for Hongay.
THE Norwegian str., for Hongay.
VICKERBO, American gunboat, for Amoy.
ZAFIRO, British str., for Manila.
5th April.
ANDREE RICKMERS, German str., for Hoilow.
APENADE, German str., for Hoilow.
DAIJIN MARU, Japanese str., for Swatow.
HAILONG, French str., for Hoilow.
HAILONG, British str., for Swatow.
HURON, British str., for Moji.
LENA, Norwegian str., for Wuhu.
VESSELS IN DOCK.
2nd April.
ANDREWS DOCK—Lena, U.S.S. Nanshan.

Kowloon Docks—Kinchin, Compagnie des Philippines, Sherman, Isla de Cuba, Zafiro, U.S.S. Helena, Hailow, Montana, Hernes, Stanley, Hyades, Chingwu, Hue, H.M.S. Ocean.
COSMOPOLITAN DOCK—Kumsang.

SHIPPING REPORTS.
The British steamer *Thales*, from Swatow 4th inst., had moderate N.E. wind and fine, clear weather.
The British steamer *Onsang*, from Moji 30th ult., had strong N.E. gale to the Lammecks; thence light N.E. winds, smooth sea.
The British steamer *Yuensang*, from Manila 2nd inst., had light winds and clear weather to lat. 18° N.; thence to port fresh N.E. winds, and dull weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALSA.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blane, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG,"
Captain Buller, will be despatched as above TO-MORROW, the 7th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 1st April, 1903. [1025]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.
THE Russian Steamer

"KITAI,"
Captain Backenoff, will be ready to load here TO-MORROW, the 7th April, for the above ports, and will have quick despatch.
For Freight or Passage, apply to MELOHERS & CO., Agents.
Hongkong, 28th March, 1903. [1079]

NOT RESPONSIBLE FOR DELAYS.

NORWAY, the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
Roupar, British 4-m. barque, MoBryde—Standard Oil Co.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amiships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
PERLA	1980	J. McGinty	Manila via Amoy	Tue. 7th Apr. 3 P.M.
RUBI	2540	E. W. Almond	Manila Direct	Sat. 11th Apr. 10 A.M.
ZAFIRO	2540	E. Rodger	Manila Direct	Sat. 18th Apr. 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [17]

Hongkong, 6th April, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI and TAKU	SHANGHAI	About 8th April	Freight or Passage.
SHANGHAI	COMANDEL	About 10th April	Freight or Passage.
SHANGHAI	C. D. Bennett	April	Freight or Passage.
LONDON &c.	CHUBAN	April 11th	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	Noon, 15th April	Freight or Passage.
SINGAPORE, PENANG, COLOMBO and BOMBAY	G. W. Gordon, R.N.R.	April	Freight only.
	C. R. Longden, R.N.R.	April	Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent. [1]

Hongkong, 6th April, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 7th Apr. at 4 P.M.
I. Christiansen	U.S.A. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	WEDNESDAY, 8th Apr. at 4 P.M.
LOZUMI MARU	BOMBAY VIA SINGAPORE and COLOMBO	FRIDAY, 17th Apr. at 4 P.M.
M. Yagi	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
KAGOSHIMA MARU	KOBÉ	FRIDAY, 17th Apr. at 4 P.M.
KINSHU MARU	MAKESILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 18th Apr. at DAYLIGHT.
F. L. Pyre	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 21st Apr. at Noon.
INABA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 21st Apr. at 4 P.M.
W. Bainbridge	U.S.A. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	WEDNESDAY, 22nd Apr. at Noon.
HIROSHIMA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 24th Apr. at DAYLIGHT.
KAGA MARU	KOBÉ and YOKOHAMA	FRIDAY, 24th Apr. at DAYLIGHT.
Geo. Anderson	SYDNEY and MELBOURNE VIA MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th Apr. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information, as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Theobald	2,837	April 8th
TACOMA	A. Dixon	2,312	April 17th
SHAWMUT	W. M. Smith	2,606	May 21st
PLEIADES	F. G. Farrington	3,753	May 31st

Steamers marked * have no passenger accommodation.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) 1903

R.M.S. "EMPERESS OF INDIA"	5,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPERESS OF JAPAN"	5,000 Tons	WEDNESDAY, 13th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May
R.M.S. "EMPERESS OF CHINA"	5,000 Tons	WEDNESDAY, 3rd June
R.M.S. "EMPERESS OF INDIA"	5,000 Tons	WEDNESDAY, 24th June
R.M.S. "EMPERESS OF JAPAN"	5,000 Tons	WEDNESDAY, 15th July
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July
R.M.S. "EMPERESS OF CHINA"	5,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	5,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender Street.

[1]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 12th April
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 8th April
ANPING, VIA SWATOW AND AMOY	"MAIZURU MARU"	WEDNESDAY, 15th April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 12th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 19th April.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 26th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 3rd May.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCOS"	On 14th April.
LIVERPOOL via MARSEILLES	"PINGSUY"	On 18th April.
LONDON	"EDUCATION"	On 25th April.
MARSEILLES, LONDON and	"JASON"	On 12th May.
ANTWERP	"AGAMEMNON"	On 17th May.
LIVERPOOL via GENOA	"TANTALUS"	On 21st May.
MARSEILLES and ANTWERP	"PATROCLOS"	On 28th May.
LONDON	"HYSON"	On 9th June.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.
The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.
The S.S. "AGAMEMNON" left Singapore at noon, on the 1st inst., and is expected here on the 6th inst.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
[10-12]
Hongkong, 3rd April, 1903.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"TIENTSIN"	On 6th April.
SHANGHAI	"WONGKONG"	On 7th April.
MANILA	"SUNGKIANG"	On 8th April.
SHANGHAI	"WHAMFOA"	On 9th April.
TIENTSIN	"KWEIYANG"	On 15th April.
KOBE and YOKOHAMA	"TSEINAN"	On 25th April.

* The situation of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
[11]
Hongkong, 6th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,800	W. E. Craven	April 20, 1903
"INDRAPURA"	4,800	A. E. Hallingworth	May 14, 1903
"INDRASAMBA"	5,197	R. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
[14]
Hongkong, 31st March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.			
STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
KONIGSBERG	HAVRE and HAMBURG	On 12th April	Freight & Passengers
SAMBIA	HAVRE, BREMEN and HAMBURG	On 21st April	Freight
SERBIA	HAVRE and HAMBURG	On 5th May	Freight
SAXONIA	HAVRE and HAMBURG	On 19th May	Freight
SEGOVIA	HAVRE and HAMBURG	On 2nd June	Freight

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.
[13]

TOYOKISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	E. P. Bishop	3869	Friday, 10th April at 11 A.M.
"ROHILLA MARU"	K. Tate	3876	

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. YAKASHIMA, Manager.
[475]
Hongkong, 6th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"YARRA"
Captain Negro, will be despatched for the above ports on or about TUESDAY, the 7th April.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 31st March, 1903.
FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship
"FREIBURG"
Captain Prosch, will be despatched for the above ports on WEDNESDAY, the 8th inst., at DAYLIGHT.
For Freight, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 2nd April, 1903. [1042]
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipments.
Passengers will be despatched at this Office until 4 P.M. of the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
B. A. HEWETT, Superintendent.
Hongkong, 31st March, 1903.

FOR CHEFOU, NAGASAKI AND VLADIVOSTOK. (Calling at SHANGHAI.)
THE Steamship
"SAVOIA"
Captain Rebbelmann, will be despatched for the above ports on SUNDAY, the 12th inst., at DAYLIGHT.
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 3rd April 1903. [1059]
"SHIRE" LINE OF STEAMERS.
STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the PHILIPPINE ISLANDS.)
THE First-class steamer
"PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 26th March, 1903. [96]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"FRANZ FERDINAND"
Captain Martinovich, will be despatched as above on THURSDAY, the 16th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents, Princess Buildings.
Hongkong, 3rd April, 1903. [3]

HONGKONG-MACAO LINE.
S.S. "WING CHAI"
Captain T. Austin, R.N.
DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Storage, 50.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
S. M. WANG & CO., LD., 91, Queen's Road Central, Hongkong, 25th February, 1903. [849]
WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.
S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
FARES:
1st Class, \$2.50
2nd " " 1.00
3rd " " 0.50
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO., No. 42, Bonham Strand West, Hongkong, 11th March, 1903. [446]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOI AND FOCHOW. THE Company's Steamship
"THALES"
Captain's Dolson, will be despatched for the above ports on or about TUESDAY, the 7th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO., General Managers.
Hongkong, 6th April, 1903. 1060
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
"EASTERN"
Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
Return Tickets interchangeable with China and Manila S.S. Co., Ltd.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 6th April, 1903. [1035]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN"
Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A Stewardess and a duly qualified surgeon are carried.
N.B.—To ensure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 6th April, 1903. [879]

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rhabat United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI"
Captain Bolsetto, will be despatched as above on SATURDAY, the 11th April, at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 6th March, 1903. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"RICHMOND CASTLE" About 20th April.
"AFRIDI" " " 5th May.
"SAGAMI" " " 23rd May.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 6th April, 1903. [884-922]
CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中
FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.
THE Steamship
"CHINGWU"
Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at Noon.
For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.
J. S. VAN BUREN, Superintendent.
Hongkong, 6th April, 1903. [1066]
NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with I. & O. CHINA STEAM NAVIGATION Co.'s fortnightly service homes to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897. [8]

CHINA NAVIGATION CO., LIMITED.
HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED VEGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
Hongkong, 9th January, 1901. [320]

QUAN WAH & CO., GRANITE ARCHITECTS. Desires to build MARBLE and GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1901. 28

BUDWEISER BEER. EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS. LEADS IN QUANTITY AND QUALITY.
This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age before its introduction in any climate. It is bright, seductively sparkling, and perfectly pure.
F. BLACKHEAD & CO., Sole Agents. Hongkong, 25th July, 1902. [374]

GRIMAULT'S SARSAPARILLA. A TRUE BLOOD PURIFIER.
CLEANSE YOUR BLOOD WITH GRIMAULT & CO'S SARSAPARILLA!
For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.
GRIMAULT & CO 8, rue Vivienne, PARIS (France) Sold by all dealers. [132-1]

DINNEFORD'S MAGNESIA. The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections. Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.
GOLD MEDAL, HEALTH EXHIBITION, LONDON.
BENGER'S FOOD is not only highly nutritive, but is most easily digested, and is so delicious that it is enjoyed by Infants, Invalids, the Aged, and the Sick.
"After a lengthened experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere. [60-1]

van Houten's Cocoa. Best & GOES FARTHEST. EXQUISITE FLAVOR. 2417-4

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903

